

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # 0013811

Hart County

GDOT District 1 - Gainesville

SR 77 SPUR @ Little Coldwater Creek

6.5 miles SE of Hartwell –

Bridge Replacement

**OFFICE** Design Policy & Support

**DATE** March 15, 2018

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

### DISTRIBUTION:

Hiral Patel, Director of Engineering

Joe Carpenter, Director of P3

Albert Shelby, Director of Program Delivery

Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator

Kim Nesbitt, Program Delivery Administrator

Bobby Hilliard, Program Control Administrator

Cindy VanDyke, State Transportation Planning Administrator

Eric Duff, State Environmental Administrator

Bill DuVall, State Bridge Engineer

Andrew Heath, State Traffic Engineer

Angela Robinson, Financial Management Administrator

Lisa Myers, State Project Review Engineer

Monica Flournoy, State Materials Engineer

Patrick Allen, State Utilities Engineer

Paul Tanner, State Transportation Data Administrator

Attn: Systems & Classification Branch

Benny Walden, Statewide Location Bureau Chief

Brent Cook, District Engineer

Brandon Kirby, District Preconstruction Engineer

Robby Oliver, District Utilities Engineer

Jeff Henry, Project Manager

BOARD MEMBER - 9th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: <u>Bridge Replacement</u>	P.I. Number: <u>0013811</u>
GDOT District: <u>1</u>	County: <u>Hart</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>SR 77 Spur</u>
Project Number: <u>N/A</u>	

**\*\* Report updated to address Office Head Review Comments**

Project Description: Bridge replacement at Little Coldwater Creek on SR 77 Spur/Cokesbury Highway approximately 6.5 miles southeast of Hartwell in Hart County.

**Submitted for approval:**

<u>Tom Fravel</u> Tom Fravel, PE, American Engineers, Inc.	<u>1/11/2018</u> Date
<u>Hamberly W. Nabett</u>	<u>1/22/18</u> Date

State Program Delivery Administrator

<u>[Signature]</u> GDOT Project Manager	<u>1/12/2018</u> Date
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**\* Recommendations on File**

**Recommendation for approval:**

*Eric Duff/KLP State Environmental Administrator	<u>1/25/2018</u> Date
*Christina Barry/KLP for State Traffic Engineer	<u>2/2/2018</u> Date
*Bill DuVall/KLP State Bridge Engineer	<u>2/3/2018</u> Date
*Brandon Kirby/KLP District Preconstruction Engineer	<u>2/3/2018</u> Date

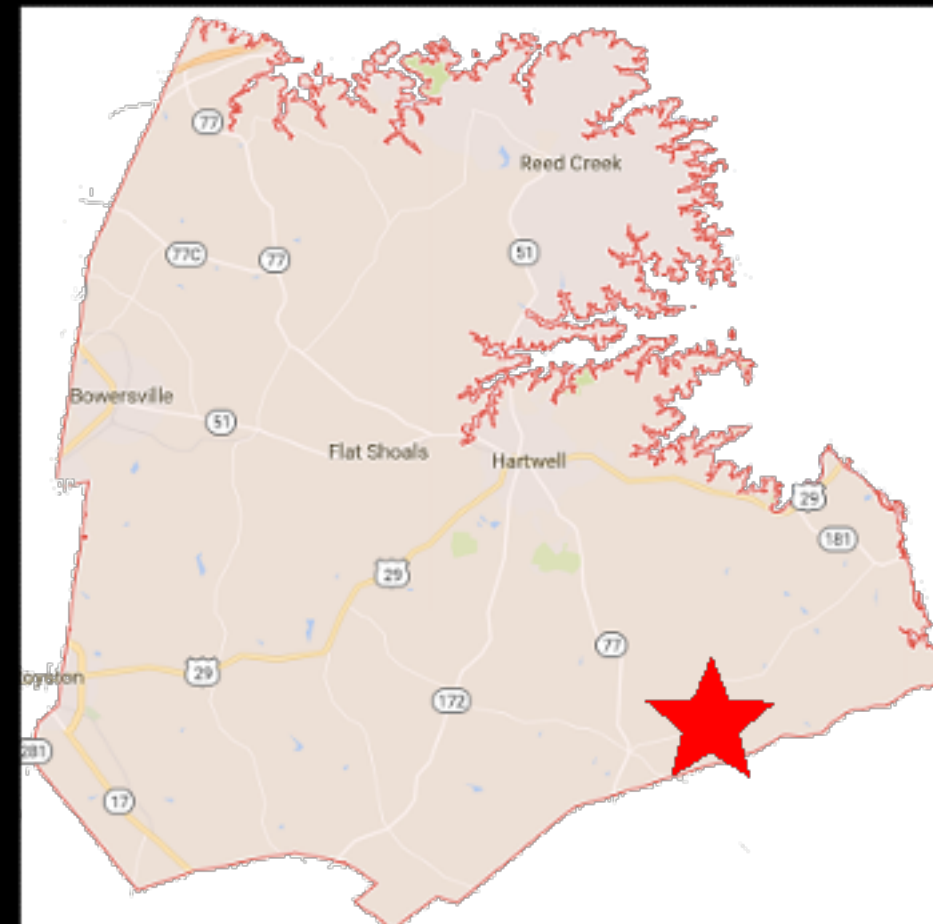
- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

*Cynthia VanDyke/KLP State Transportation Planning Administrator	<u>2/5/2018</u> Date
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**Approval:**

Concur: <u>Hial Pral</u> GDOT Director of Engineering	<u>2-21-18</u> Date
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Approve: <u>Margaret B. Pickle</u> GDOT Chief Engineer	<u>2/21/18</u> Date
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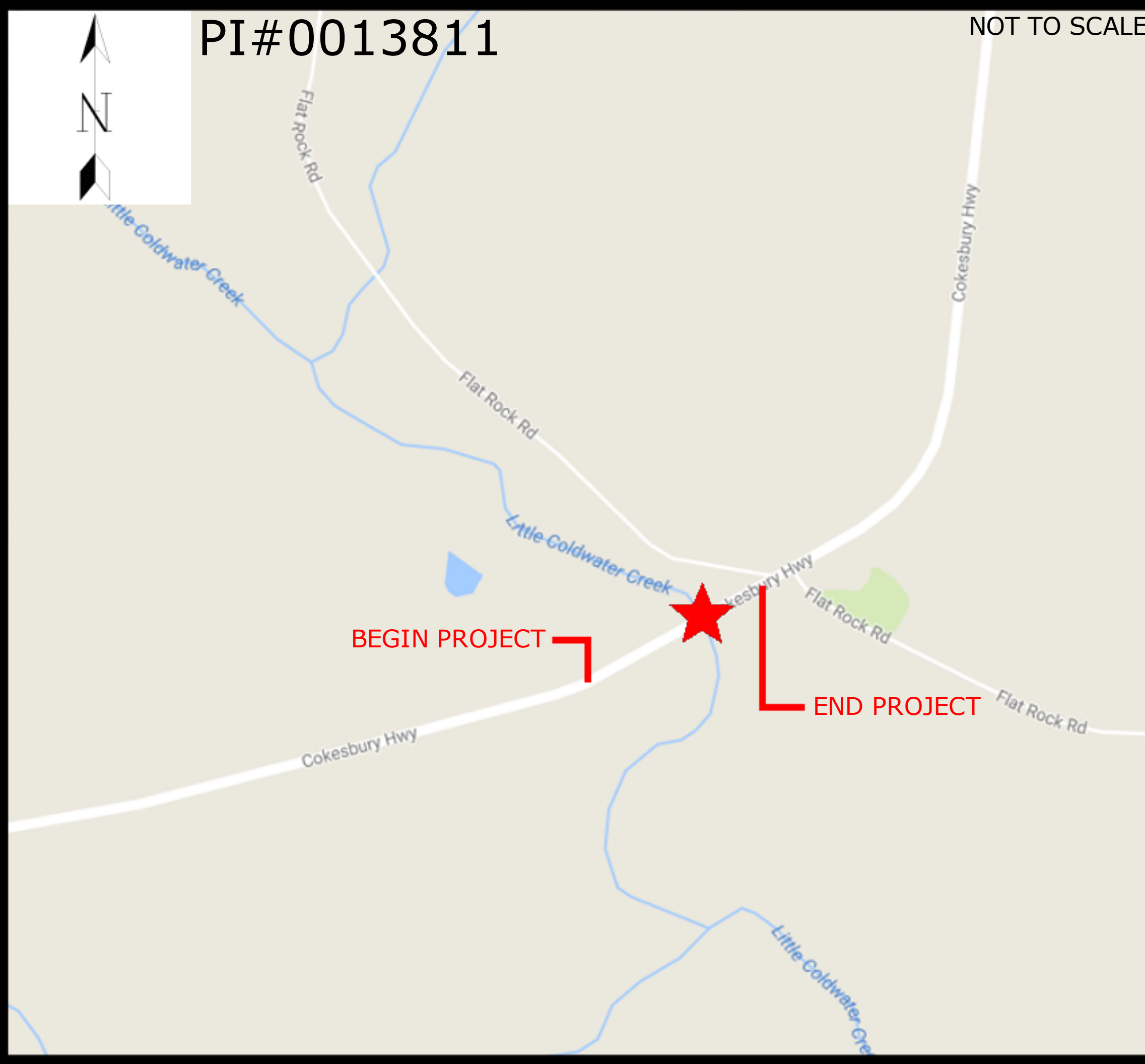


**HART COUNTY**



**PI#0013811**

NOT TO SCALE



## PLANNING & BACKGROUND DATA

**Project Justification Statement:** Prepared by: The GDOT Office of Bridge Design: The bridge on SR 77 Spur over Little Coldwater Creek, Structure ID 147-0012-0, was built in 1957. This bridge consists of five (5) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete columns. The bridge was designed using an H-15 vehicle, which is below current design standards. A structural analysis of this bridge shows a lower than expected carrying capacity in the superstructure. The overall condition of this bridge would be classified as satisfactory. The deck is in satisfactory condition with moderate cracking and delamination in the asphalt overlay and spalls with exposed rebar on the underside of the deck. The superstructure is in satisfactory condition with moderate deflection cracking and spalls with exposed rebar in the RCDG's. The substructure is in satisfactory condition with cracking in the concrete caps and exposed steel piles in the abutments. The exposed steel piles have heavy rust and sheet corrosion. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the structural integrity of the bridge pertaining to the design vehicle, the structural analysis of the superstructure and the exposed piles and unknown foundation in the substructure, replacement of this 60-year-old bridge is recommended.

**Existing conditions:** The project is located at the bridge that spans over Little Coldwater Creek along SR 77 Spur/Cokesbury Hwy. SR 77 Spur/Cokesbury Hwy. is classified as a 2-lane rural major collector roadway with a posted speed limit 55-mph and connects SR 181 and SR 77.

**Other projects in the area:**

- **P.I.# 0013812** – Bridge Replacement on SR 77 Spur at Cedar Creek; Concept

**MPO:** N/A - not in an MPO

**TIP #:** N/A

**Congressional District(s):** 9

**Federal Oversight:** ☐PoDI ☒Exempt ☐State Funded ☐Other

**Projected Traffic:** AADT 24 HR T: 17.5%  
Current Year (2017): 1350 Open Year (2021): 1400 Design Year (2041): 1750  
Traffic Projections Performed by: Gresham Smith and Partners  
Date approved by the GDOT Office of Planning: 10/31/2017

**Functional Classification (Mainline):** Rural Major Collector

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes  
Initial Pavement Type Selection Report Required? ☒No ☐Yes  
Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

## DESIGN AND STRUCTURAL

**Description of Proposed Project:** This project, P.I. 0013811, would begin along the existing alignment on SR 77 Spur/Cokesbury Highway north of Coldwater Creek Road and extend to Flat Rock Road. Once reaching Little Coldwater Creek, a new bridge would be constructed along the existing alignment that will replace the structurally deficient existing bridge. The proposed typical section for the alignment would consist of a 2-lane rural roadway, 12-ft. travel lanes with 10-ft. shoulders (4-ft. paved) on each side. The proposed bridge would consist of a 2-lane section with 12-ft. travel lanes and contain 6-ft. shoulders. The total length of this project would be 0.2-miles. The right-of-way is anticipated to vary from 60-ft to 100ft.

**Accelerated Bridge Construction (ABC):** The preferred alternate for this bridge replacement is to construct the new bridge on existing alignment. The alternate will include a road/bridge closure for the duration of the project with an off-site detour of 8.2 additional travel miles. The proposed project could utilize prefabricated bridge elements to reduce the overall construction duration and limit the mobility impacts. It is anticipated the prefabricated bridge elements used for this alternative will be precast deck panels with Ultra-High Performance Concrete (UHPC) for the deck connections/closure pour. Using ABC for the superstructure construction will eliminate 3 to 5 months from the required road closure. Anticipated construction duration 12 months, anticipated off site detour/road closure 6 months. This work is considered a tier 5 ABC.

### Major Structures:

Structure ID	Existing	Proposed
147-0012-0	Bridge at SR 77 Spur/Cokesbury Highway over Little Coldwater Creek; 150' x 30', 5-Span	New bridge over Little Coldwater Creek; 170' x 39'-3", 3-Span

### Mainline Design Features: SR 77 Spur/Cokesbury Highway

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- Lane Width(s)	12'	11'-12'	12'
- Median Width & Type	None	None	None
- Outside Shoulder Width	Varies	8'-10'	10'
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width	None	None	None
- Sidewalks	None	None	None
- Auxiliary Lanes	None	None	None
- Bike Accommodations	None	None	None
Posted Speed	55 mph		55 mph
Design Speed	55 mph	55 mph	55 mph
Minimum Horizontal Curve Radius		N/A	N/A
Maximum Superelevation Rate		N/A	N/A
Maximum Grade		7%	7%
Access Control	By Permit	By Permit	By Permit
Design Vehicle		≥ SU	WB-67
Pavement Type	HMA	HMA	HMA

Is the project located on a NHS roadway? ☒ No ☐ Yes

**Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:**

- None

**Design Variances to GDOT Standard Criteria anticipated:**

- None

**Lighting required:** ☒ No ☐ Yes

**Off-site Detours Anticipated:** ☐ No ☐ Undetermined ☒ Yes

**Transportation Management Plan [TMP] Required:** ☐ No ☒ Yes  
If Yes: Project classified as: ☒ Non-Significant ☐ Significant  
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

## INTERCHANGES AND INTERSECTIONS

**Major Interchanges/Intersections:** None

**Intersection Control Evaluation (ICE) Required:** ☒ No ☐ Yes

**Roundabout Peer Review Required:** ☒ No ☐ Yes ☐ Completed – Date:

## UTILITY AND PROPERTY

**Railroad Involvement:** None

**Utility Involvements:** Comcast CATV, Hart EMC, Hart Telephone

**SUE Required:** ☒ No ☐ Yes

**Public Interest Determination Policy and Procedure recommended?** ☒ No ☐ Yes

**Right-of-Way:** Existing width: 60ft. Proposed width: Varies (60ft-100ft)  
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined  
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☐ Other

Anticipated total number of impacted parcels: 5  
Displacements anticipated: 0 Businesses: 0  
Residences: 0  
Other: 0  
Total Displacements: 0

**Impacts to USACE property anticipated?** ☒ No ☐ Yes ☐ Undetermined

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** None

**Context Sensitive Solutions Proposed:** N/A

County: Hart

## ENVIRONMENTAL AND PERMITS

### Anticipated Environmental Document:

**NEPA:** ☐ PCE ☒ CE ☐ EA-FONSI  
**GEPA:** ☐ Type A ☐ Type B ☐ None

### Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

### Water Quality Requirements:

**MS4 Compliance – Is the project located in an MS4 area?** ☒ No ☐ Yes

**Is Non-MS4 water quality mitigation anticipated?** ☒ No ☐ Yes

### Environmental Permits, Variances, Commitments, and Coordination anticipated:

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/NPS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	107.23H
13. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	USFWS,GA DNR,Georgia SHPO

### NEPA/GEPA Comments & Information:

**NEPA:** The anticipated environmental document for the proposed project is a Categorical Exclusion. No Section 4(f) evaluation is anticipated.

**Ecology:** An Ecology report has not been prepared. Field surveys identified 2 Perennial Streams, 2 Intermittent Streams, 1 Ephemeral Channel, 1 Wetland, and 1 Open Water within the survey area. There is potential for the Northern Long Eared Bat and its presence will be assumed based on suitable habitat, therefore no surveys would be required.



**History:** A History report has not yet been prepared. Preliminary survey has identified three potential resources, however they are not anticipated to be found eligible for the National Register of Historic Places. A stone chimney house has been identified as potentially historic and will be confirmed in the final history report. The bridge itself is not historic.

**Archaeology:** An archaeology report has not been prepared. A cemetery is located near the project area. Field survey is underway.

**Air Quality:**

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes  
Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

**Noise:** Noise studies have not been prepared. A Type III assessment is anticipated.

**Public Involvement:** No public involvement has taken place. A public detour open house is anticipated, as the preferred alternative proposes the use of an off-site detour.

## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

**Project Meetings:**

- Progress Team Meeting – 10/6/2017
- Concept Team Meeting – 12/7/2017

**Other coordination to date:**

Project Activity	Party Responsible for Performing Task(s)
Concept Development	American Engineers, Inc.
Design	American Engineers, Inc.
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Atkins North America, Inc. Edwards-Pitman Environmental, Inc. Ecological Solutions, Inc.
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT



**Project Cost Estimate and Funding Responsibilities:**

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	Federal & State Funds	Federal & State Funds	Federal & State Funds	Federal & State Funds	Federal & State Funds	
\$ Amount	\$500,000	\$0	\$142,000	\$66,000	\$2,324,794	\$3,032,794
Date of Estimate	8/7/2017	10/27/2017	12/11/2017	10/11/2017	2/12/2018	

\*CST Cost includes: Construction, 10% Contingencies, and Construction Engineering and Inspection.

## ALTERNATIVES DISCUSSION

**Preferred Alternative:** The preferred alternative is to replace the existing bridge with a new permanent 3-span bridge on the existing alignment. A section of SR 77 Spur/Cokesbury Highway will be reconstructed from north of Coldwater Creek Road to Flat Rock Road in order to tie the new bridge into the existing alignment. The total length of this alternative is 0.2-miles. This alternative would involve a road closure for the duration of the project. This closure would effect one school bus route. Traffic would be detoured off-site. The detour route would result in an additional 8.2 travel miles. Traffic approaching Flat Rock C.M.E. Church from the South would have to use the detour route. Local traffic would have the option to use local roads. This option is preferred unless there is strong opposition to the road closure and detour.

<b>Estimated Property Impacts:</b>	<b>5</b>	<b>Estimated Total Cost:</b>	<b>\$3,032,794</b>
<b>Estimated ROW Cost:</b>	<b>\$142,000</b>	<b>Estimated CST Time:</b>	<b>12-months</b>

**Rationale:** This alternative was selected because it will minimize impacts to the adjacent properties. This alternative will have fewer impacts, including environmental and right-of-way, and will have a less substantial cost than the other alternatives proposed.

**No-Build Alternative:** No improvements.

<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>0-months</b>

**Rationale:** This alternative would not address the condition of the existing bridge.

**Alternative 1:** This alternative is to construct a temporary detour bridge and alignment to the south of SR 77 Spur/Cokesbury Highway in order to avoid a road closure. The detour alignment will diverge from the existing alignment north of Coldwater Creek Road and converge with the existing alignment north of Flat Rock Road. The alignment of SR 77 Spur/Cokesbury Highway will be reconstructed from north of Coldwater Creek Road to south of Flat Rock Road. The reconstructed section of SR 77 Spur/Cokesbury Highway will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 10-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new section is 0.4-miles.

<b>Estimated Property Impacts:</b>	<b>10</b>	<b>Estimated Total Cost:</b>	<b>\$4,518,602</b>
<b>Estimated ROW Cost:</b>	<b>\$250,000</b>	<b>Estimated CST Time:</b>	<b>15-months</b>

**Rationale:** This alternative was not selected due to the increased impacts to properties, possibility of having to realign Flat Rock Road to improve the intersection with SR 77 Spur, and higher cost.

<b>Alternative 2:</b> This alternative is to construct a temporary detour bridge and alignment to the north of SR 77 Spur/Cokesbury Highway in order to avoid a road closure. The detour alignment will diverge from the existing alignment north of Coldwater Creek Road and converge with Flat Rock Road, creating a T-intersection. The alignment of SR 77 Spur/Cokesbury Highway will be reconstructed from north of Coldwater Creek Road to south of Flat Rock Road. The reconstructed section of SR 77 Spur/Cokesbury Highway will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 10-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new section is 0.30-miles.			
<b>Estimated Property Impacts:</b>	<b>10</b>	<b>Estimated Total Cost:</b>	<b>\$4,114,302</b>
<b>Estimated ROW Cost:</b>	<b>\$250,000</b>	<b>Estimated CST Time:</b>	<b>15-months</b>
<b>Rationale:</b> This alternative was not selected as the on-site detour impacted additional wetlands and had a higher cost.			

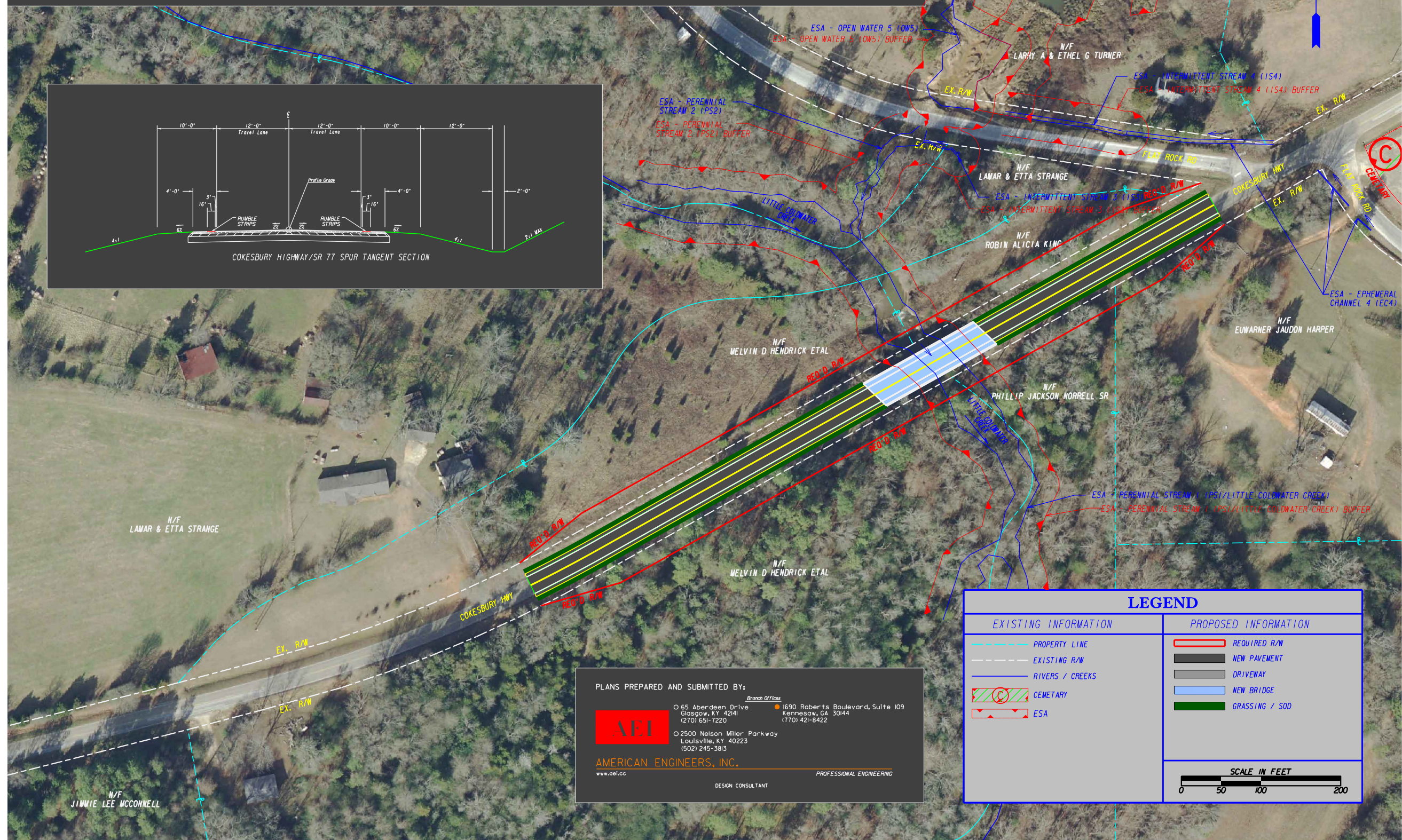
**Additional Comments/ Information:**

**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layouts
2. Typical Sections
3. Costs
4. Traffic Projections
5. Detour Maps
6. Meeting Minutes
7. Bridge Inventory Data Sheets

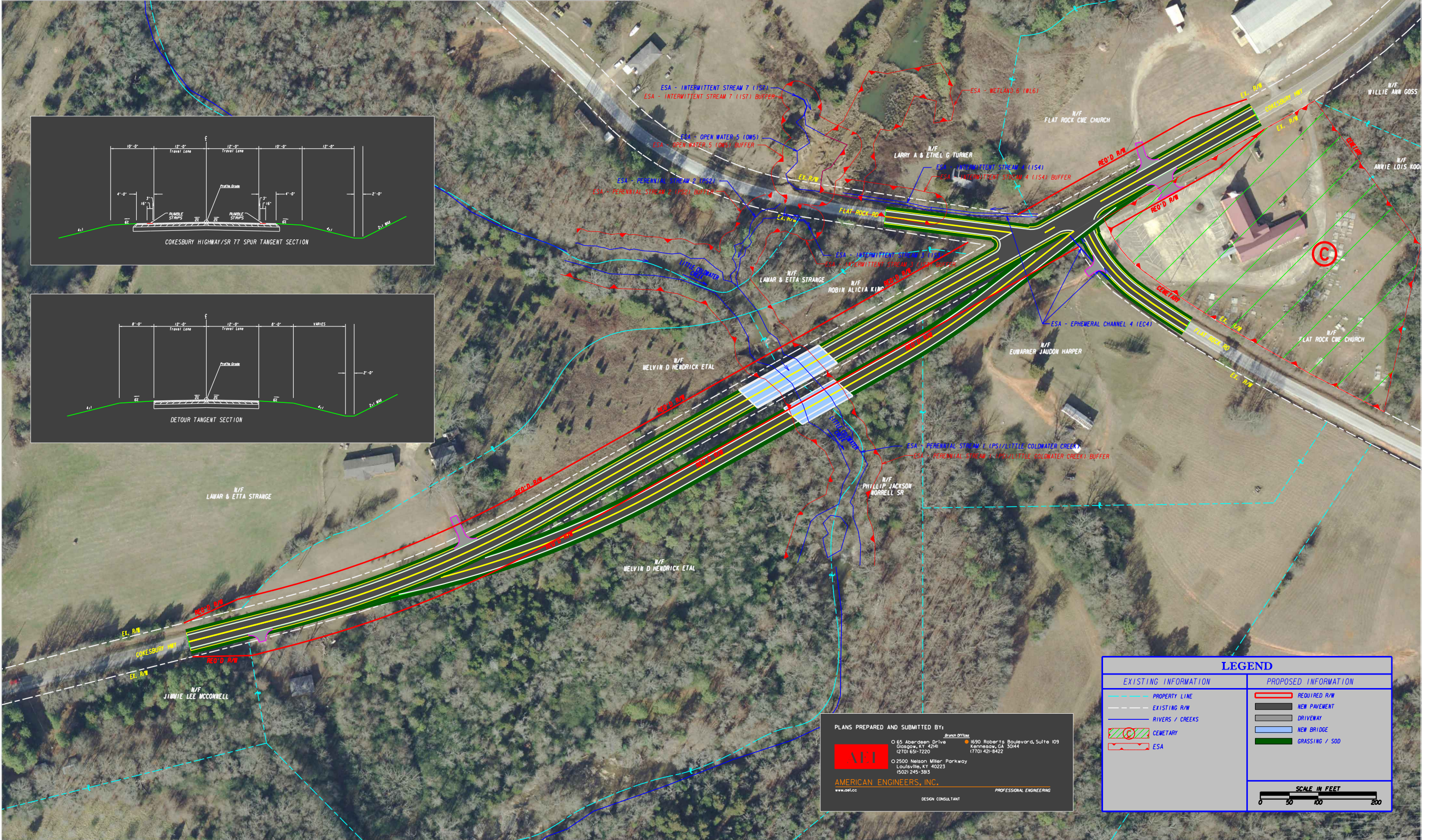


P. I. # 0013811 -  
SR 77 SPUR AT LITTLE COLDWATER CREEK  
PREFERRED ALTERNATE - BRIDGE REPLACEMENT  
WITH ROAD CLOSURE AND OFF-SITE DETOUR



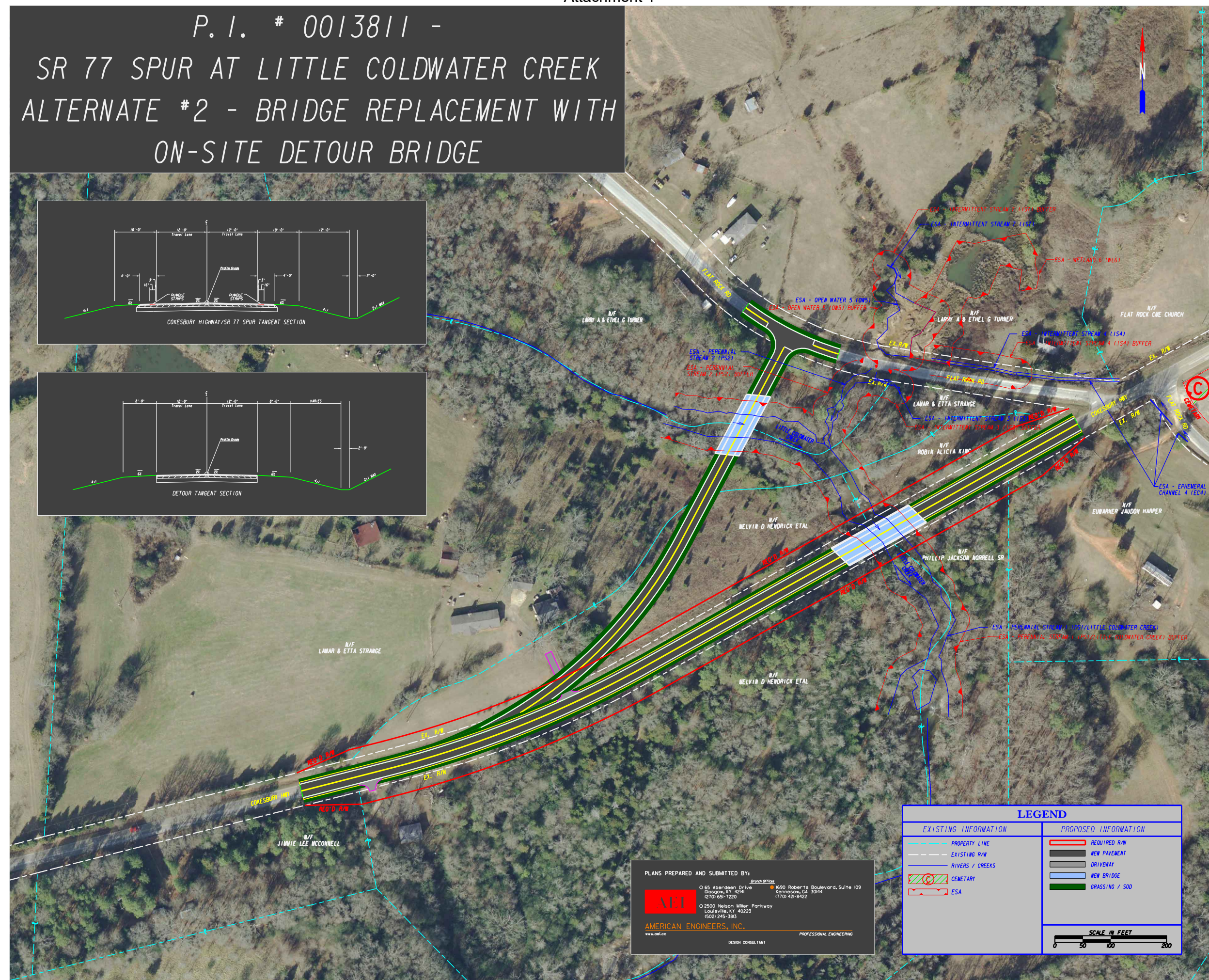
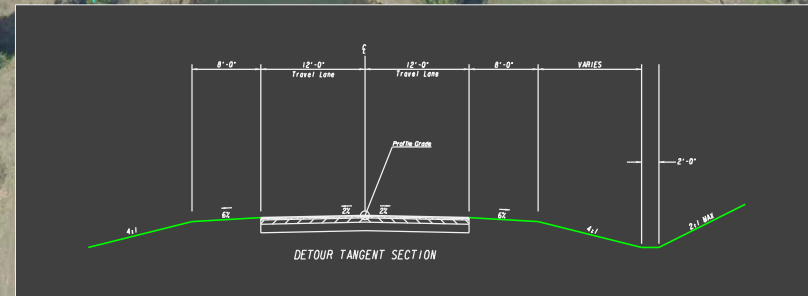
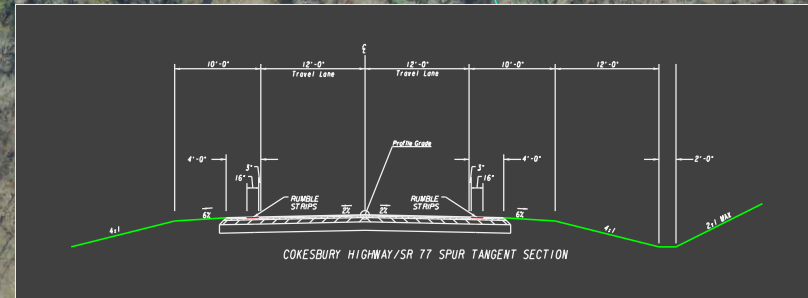


P. I. # 0013811 -  
SR 77 SPUR AT LITTLE COLDWATER CREEK  
ALTERNATE #1 - BRIDGE REPLACEMENT WITH  
ON-SITE DETOUR BRIDGE





P.I. # 0013811 -  
SR 77 SPUR AT LITTLE COLDWATER CREEK  
ALTERNATE #2 - BRIDGE REPLACEMENT WITH  
ON-SITE DETOUR BRIDGE



PLANS PREPARED AND SUBMITTED BY:

**AMERICAN ENGINEERS, INC.**

DESIGN CONSULTANT

PROFESSIONAL ENGINEERING

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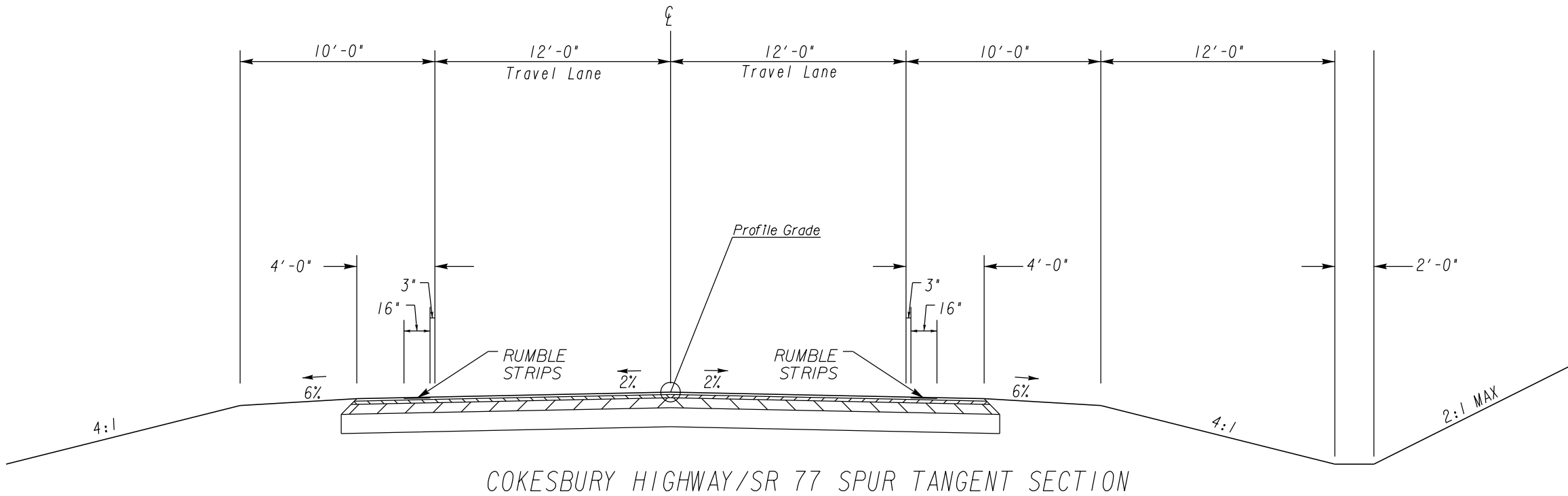
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Kennesaw, GA 30144  
(770) 421-8422

LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
PROPERTY LINE	REQUIRED R/W
EXISTING R/W	NEW PAVEMENT
RIVERS / CREEKS	DRIVEWAY
CEMETARY	NEW BRIDGE
ESA	GRASSING / SOD

SCALE IN FEET

0 50 100 200





PLANS PREPARED AND SUBMITTED BY:

**AEI**  
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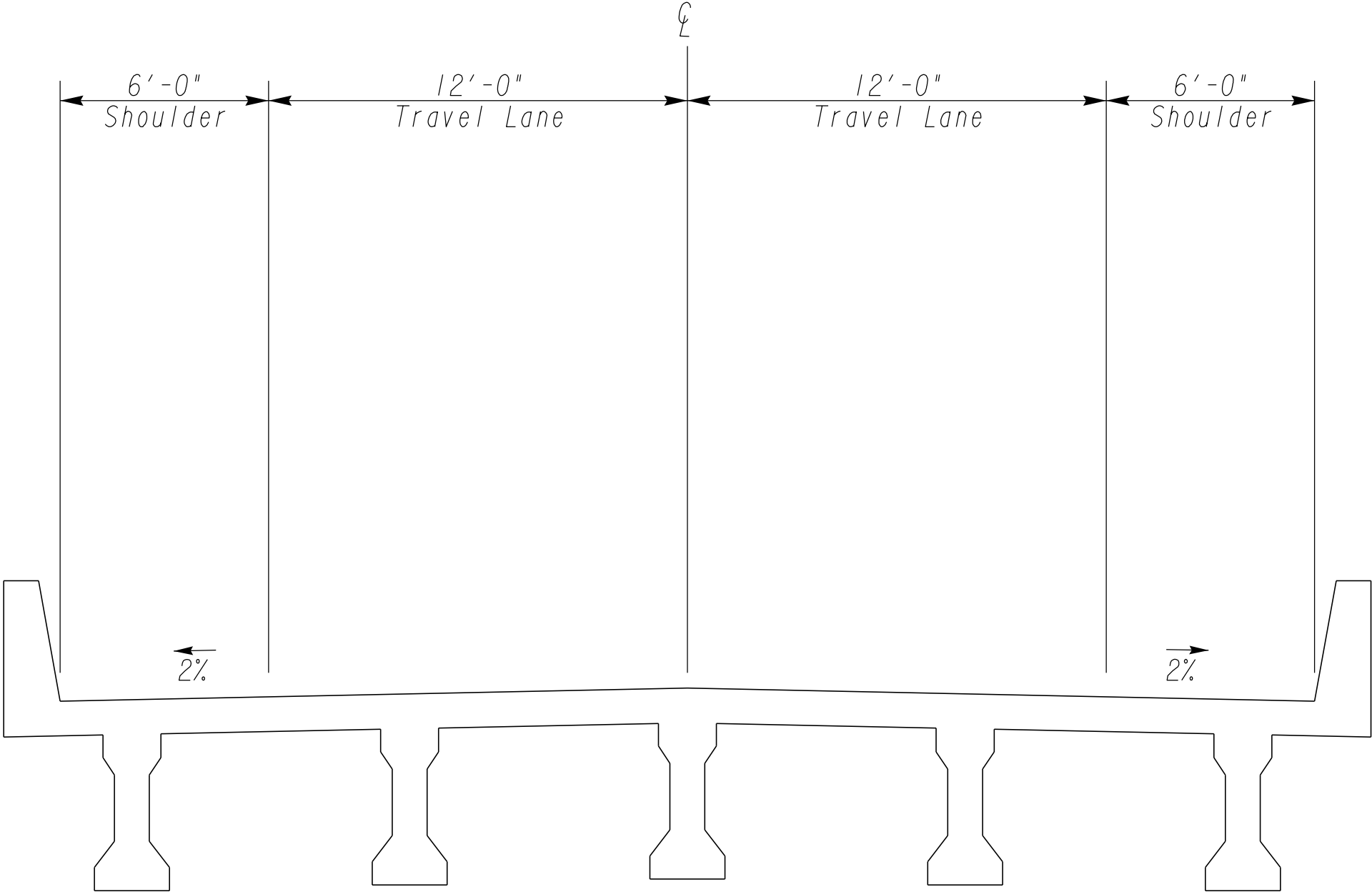
NOT TO SCALE

REVISION DATES


**TYPICAL SECTIONS**

SR 77 SPUR @ LITTLE COLDWATER CREEK  
6.5 MILES SE OF HARTWELL

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



BRIDGE SECTION

PLANS PREPARED AND SUBMITTED BY:

AEI

AMERICAN ENGINEERS, INC.  
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PROFESSIONAL ENGINEERING

NOT TO SCALE

REVISION DATES


TYPICAL SECTIONS

SR 77 SPUR @ LITTLE COLDWATER CREEK  
6.5 MI SE OF HARTWELL

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

05-0002



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## ----- INTERDEPARTMENT CORRESPONDENCE

**FILE**    P.I. No.    0013811    **OFFICE**    Program Delivery

**PROJECT DESCRIPTION**

Bridge replacement at Little Coldwater Creek on SR 77 Spur/Cokesbury Highway approximately 6.5 miles southeast of Hartwell in Hart County.

**DATE**    February 12, 2018

**From:**    American Engineers, Inc.

**To:**    Lisa L. Myers, State Project Review Engineer  
via Email Mailbox: [CostEstimatesandUpdates@dot.ga.gov](mailto:CostEstimatesandUpdates@dot.ga.gov)

**Subject: REVISIONS TO PROGRAMMED COSTS**

**MGMT LET DATE**    8/15/2020

**PROJECT MANAGER**    Jeff Henry

**MGMT ROW DATE**    10/4/2019

**PROGRAMMED COSTS (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION    \$    2,000,000.00

**DATE**   

RIGHT OF WAY    \$    250,000.00

**DATE**   

UTILITIES    \$   

**DATE**   

**REVISED COST ESTIMATES**

CONSTRUCTION\*    \$    2,324,794.11

RIGHT OF WAY    \$    142,000.00

UTILITIES    \$    66,000.00

\*Cost Contains    10 % Contingency

**REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

A contingency of 10% was used due to the complexity of the scope at the concept phase.

## CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	1,991,954.39	Base Estimate From CES	
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	99,597.72	Base Estimate (A) x	5 %
<b>C. CONTINGENCY:</b>	\$	209,155.21	Base Estimate (A) + E & I (B) x	10 %
			<a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>	
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$	24,086.79	Total From Liquid AC Spreadsheet	
<b>E. CONSTRUCTION TOTAL:</b>	\$	2,324,794.11	(A + B + C + D = E)	

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Hart EMC	\$ 66,000.00
<b>TOTAL</b>	<b>\$ 66,000.00</b>

**ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)**

Detailed Cost Estimate Printout From TRAQS  
Liquid AC Adjustment Spreadsheet

## Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

**COMPANY NAME:** American Engineers, Inc.

### VALIDATION OF FINAL QC/QA

**PRINTED NAME:** Tom Fravel

**TITLE:** Consultant Project Manager

**SIGNATURE:** Tom Fravel

**DATE:** 2/12/2018

# Attachment 3

PROJ. NO.	N/A
P.I. NO.	0013811
DATE	2/12/2018

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-18	\$ 2.484
DIESEL		\$ 2.941
LIQUID AC		\$ 402.00

Link to AC Index:

<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

## LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

### Asphalt

Price Adjustment (PA)						23517	\$	23,517.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20				
Monthly Asphalt Cement Price month project let (APL)			\$	402.00				
Total Monthly Tonnage of asphalt cement (TMT)						97.5		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	400	5.0%	20
9.5 mm SP		5.0%	0
25 mm SP	1050	5.0%	52.5
19 mm SP	500	5.0%	25
	1950		97.5

### BITUMINOUS TACK COAT

Price Adjustment (PA)						\$ 569.79	\$	569.79
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20				
Monthly Asphalt Cement Price month project let (APL)			\$	402.00				
Total Monthly Tonnage of asphalt cement (TMT)						2.362305507		

### Bitum Tack

Gals	gals/ton	tons
550	232.8234	2.36230551

### BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20				
Monthly Asphalt Cement Price month project let (APL)			\$	402.00				
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf. Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT	\$	24,086.79
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## Attachment 3

0013811\_Job\_Detail\_Estimate\_02-12-2018  
STATE HIGHWAY AGENCY

DATE : 02/12/2018

PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013811                      SPEC YEAR: 13  
DESCRIPTION: PREFERRED ALTERNATE SR 77 SPUR AT LITTLE COLDWATER CREEK

ITEMS FOR JOB 0013811

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - MPOPD1701067-0013811	1.000	50000.00	50000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96440.75	96440.76
0015	163-0232		AC	TEMPORARY GRASSING	1.000	536.98	536.99
0020	163-0240		TN	MULCH	40.000	276.73	11069.36
0025	163-0300		EA	CONSTRUCTION EXIT	2.000	1541.24	3082.49
0030	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	10.000	417.54	4175.40
0035	163-0541		EA	CONSTR & REM ROCK FILTER DAMS	4.000	629.95	2519.84
0040	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1500.000	0.99	1495.17
0045	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	100.000	10.32	1032.40
0050	165-0101		EA	MAINT OF CONST EXIT	2.000	634.56	1269.14
0055	165-0110		EA	MAINT OF ROCK FILTER DAM	2.000	294.21	588.43
0060	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	261.43	1045.74
0065	167-1500		MO	WATER QUALITY INSPECTIONS	18.000	623.66	11225.94
0070	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3000.000	3.47	10439.97
0075	210-0100		LS	GRADING COMPLETE - MPOPD1701067-0013811	1.000	300000.00	300000.00
0080	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3100.000	29.75	92249.37
0085	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1050.000	89.19	93653.02
0090	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	400.000	109.60	43842.79
0095	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	500.000	90.78	45393.54
0100	413-0750		GL	TACK COAT	550.000	3.00	1650.00
0105	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	270.000	12.21	3298.20
0110	433-1000		SY	REINF CONC APPROACH SLAB	250.000	188.72	47180.08
0115	441-0301		EA	CONC SPILLWAY, TP 1	4.000	2123.97	8495.88
0120	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	0.500	12082.29	6041.15
0125	540-1102		LS	REM OF EX BR, BR NO - EX. BRIDGE 1	1.000	202500.00	202500.00
0130	543-9000		LS	CONSTR OF BRIDGE COMPLETE - BRIDGE 1	1.000	840000.00	840000.00
0135	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24	400.000	57.97	23191.89
0140	603-7000		SY	PLASTIC FILTER FABRIC	400.000	4.24	1699.39
0145	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	11767.23	23534.46
0150	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	50.000	17.94	897.18
0155	636-1036		SF	HWY SGN,TP1MAT,REFL SH TP 11	100.000	22.00	2200.00
0160	636-2070		LF	GALV STEEL POSTS, TP 7	200.000	8.56	1712.15
0165	641-1100		LF	GUARDRAIL, TP T	100.000	74.89	7489.59
0170	641-1200		LF	GUARDRAIL, TP W	1000.000	20.31	20310.82
0175	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	970.20	1940.40
0180	641-5020		EA	GUARDRL, ANCHOR, TP 12B,31 IN, FLR, E/A	2.000	2750.00	5500.00

# Attachment 3

## 0013811\_Job\_Detail\_Estimate\_02-12-2018

0185	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	200.000	2.10	421.96
0190	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	2000.000	0.76	1538.46
0195	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	2000.000	0.72	1453.12
0200	654-1001	EA	RAISED PVMT MARKERS TP 1	50.000	4.99	249.92
0205	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	460.000	7.77	3577.82
0210	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	460.000	7.41	3412.90
0215	700-6910	AC	PERMANENT GRASSING	2.000	1077.62	2155.26
0220	700-7000	TN	AGRICULTURAL LIME	4.000	185.69	742.78
0225	700-8000	TN	FERTILIZER MIXED GRADE	2.000	679.40	1358.82
0230	700-8100	LB	FERTILIZER NITROGEN CONTENT	400.000	2.94	1177.45
0235	711-0100	SY	TURF REINFORCING MATTING, TP 1	1000.000	4.00	4000.00
0240	716-2000	SY	EROSION CONTROL MATS, SLOPES	3000.000	1.38	4164.36

ITEM TOTAL	1991954.36
INFLATED ITEM TOTAL	1991954.36

TOTALS FOR JOB 0013811

ESTIMATED COST:	1991954.39
CONTINGENCY PERCENT ( 0.0 ):	0.00
ESTIMATED TOTAL:	1991954.39

## Attachment 3

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 12/11/2017

Project: Bridge Reconstruction

Revised:

County: Hart

PI: 13811

Description: Bridge Reconstruction SR 77 Spur @ Little Coldwater Creek

Project Termini: Bridge Reconstruction SR 77 Spur @ Little Coldwater Creek

Existing ROW: Varies

Parcels: 5

Required ROW: Varies

Land and Improvements \$25,830.00

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$0.00

Valuation Services \$18,750.00

Legal Services \$40,875.00

Relocation \$11,250.00

Demolition \$0.00

Administrative \$45,000.00

TOTAL ESTIMATED COSTS \$141,705.00

TOTAL ESTIMATED COSTS (ROUNDED) \$142,000.00

Preparation Credits	Hours	Signature

Prepared By:

*Valerina Costa*

CG#:

*12/11/17*

Approved By:

*Eric K. Murray*

CG#:

*6545*

(DATE)

*12/13/17*

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate



**RIGHT OF WAY COST ESTIMATE CHECKLIST**

Description: SR 77 Spur at Little Coldwater Creek

PI No.: 0013811

County: Hart

Project type: Bridge Reconstruction

Project length: 0.21 Miles

Project Phase: ☒ concept ☐ preliminary plans ☐ final plansTypical section: ☐ urban ☒ rural ☐ both

Number of parcels: 5

Required right of way: N/A Measured in: ☐ Acres ☐ Sq. ft.Permanent easement: 0.70 Measured in: ☒ Acres ☐ Sq. ft.Driveway easement: N/A Measured in: ☐ Acres ☐ Sq. ft.➤ Limited access: ☐ Yes ☒ No ☐ Both

• Length of limited access: N/A

• List limited access parcels: N/A

➤ Displacement (s): ☐ residential ☐ commercial

• Residential parcels affected: N/A

• Commercial parcels affected: N/A

➤ Parking spaces displaced: ☐ Yes ☒ No amount: N/A

• Residential parcels affected: N/A

• Commercial parcels affected: N/A

Billboards displaced: ☐ Yes ☒ No amount: N/A**Attachments:**

- Preconstruction Status Report
- Concept layout

**Submit cost estimate request to: RW-ConceptMtgs\_Est@dot.ga.gov**Used Sales  
from P.I. 13747

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
\_\_\_\_\_  
INTERDEPARTMENT CORRESPONDENCE

FILE

Project No:

County Hart

P.I.# 0013811

Office:

## GAINESVILLE

Date:

October 11, 2017

Description: *SR 77 Spur @ Little Coldwater Creek - 6.5 Miles SE of Hartwell*

FROM

Robby Oliver, District Utilities Manager

TO

Jeff Henry, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted based on the latest available plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>		<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Hart EMC		\$66,000.00	\$88,000.00	Site Visit / Available Drawings
Hart Telephone			\$39,600.00	Site Visit / Available Drawings
Comcast CATV			\$36,000.00	Site Visit / Available Drawings
Total	100.00%	\$66,000.00	\$163,600.00	
Department Responsibility	100.00%	\$66,000.00		
Local Sponsor Responsibility	100.00%		\$163,600.00	PFA Dated N/A with N/A

\*\* Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

Additional comments:

If additional information is needed, please contact Robby Oliver at 770-531-5772.

cc: Patrick Allen, State Utilities Administrator  
Yulonda Pride-Forster, State Utilities Preconstruction Manager  
Tom Fravel, Designer  
Brandon Kirby, District Preconstruction Engineer  
Roger Mcalor, Area Manager  
File

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** Hart County  
P.I. # 0013811

**OFFICE** Planning

**DATE** 10/31/2017

**FROM** Cynthia L. VanDyke, State Transportation Planning Administrator

**TO** Kimberly W. Nesbitt, State Program Delivery Administrator  
**Attention: Jeff Henry**

**SUBJECT** **Design Traffic Forecasts** for SR 77 SPUR @ LITTLE COLDWATER CREEK 6.5 MI SE OF HARTWELL

Traffic assignments for the above project are as follows:

### BRIDGE ID #147-0012-0

Build = No Build	2017 (Existing Year)	2021 (Base Year)	2023 (Base Year +2)	2041 (Design Year)	2043 (Design Year + 2)
AADT	1350	1400	1500	1750	1750
DHV (AM/PM)	85 / 120	85 / 120	90 / 135	110 / 160	110 / 160
K% (AM/PM)	6.5% / 9.0%	Same as Existing Year			
D% (AM/PM)	55% / 50%				
24 HR. T% - S.U.	7.5%				
24 HR. T% - COMB.	10.0%				
24 HR. T% - TOTAL	17.5%				
T% - S.U. (AM/PM)	8.5% / 6.5%				
T% - COMB. (AM/PM)	6.5% / 2.0%				
T% - TOTAL (AM/PM)	15.0% / 8.5%				

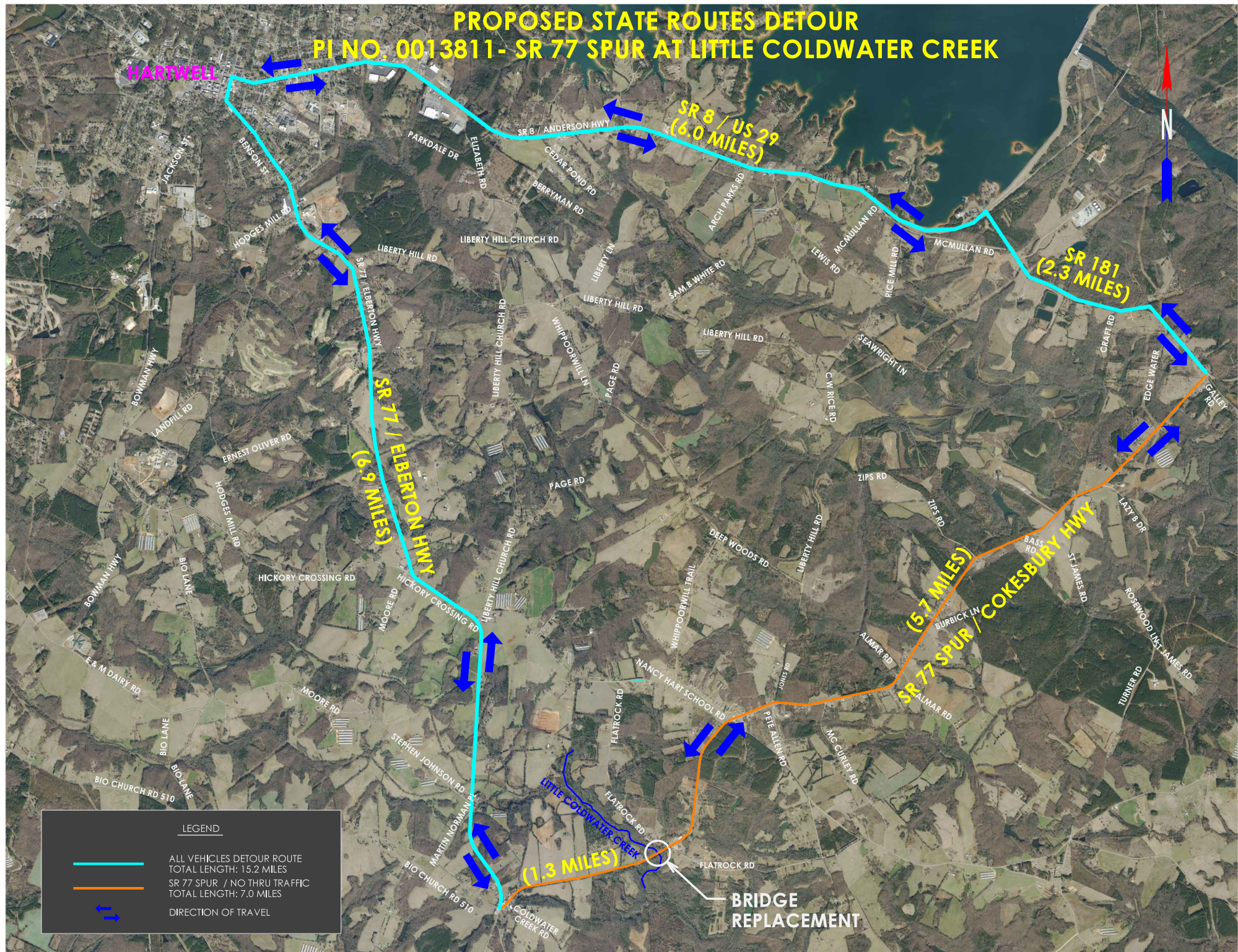
If you have any questions concerning this information please contact Rhonda Niles at 404-631-1924.

Nithin Gomez  
Gresham, Smith and Partners  
Design Traffic Review Consultant to GDOT  
678-478-3350

CLV/NMG



# PROPOSED STATE ROUTES DETOUR PI NO. 0013811- SR 77 SPUR AT LITTLE COLDWATER CREEK





## Attachment 6



**DATE:** December 7, 2017

**SUBJECT:** Concept Team Meeting, Multiple Projects

**PROJECTS:**

- PI 0013747 - SR 8 @ BEAVERDAM CREEK 1.7 MI E OF ROYSTON
- PI 0013808 - SR 106 @ NAILS CREEK 7 MI S OF CARNESVILLE
- PI 0013811 - SR 77 SPUR @ LITTLE COLDWATER CREEK 6.5 MI SE OF HARTWELL
- PI 0013812 - SR 77 SPUR @ CEDAR CREEK 7.5 MI SE OF HARTWELL
- PI 0013887 - SR 77 @ FALLING CREEK 6.1 MI S OF ELBERTON

**PLACE:** GDOT District 1 Office Main Conference Room  
2505 Athens Hwy SE, Gainesville, GA 30507

**ATTENDEES:**

<u>Name</u>	<u>Organization</u>
Jeff Henry	GDOT/AECOM
Shane Giles	GDOT D1 Traffic Operations
Harold Mull	GDOT D1
Butch Jones	GDOT D1 Utilities
Robert Simpson	GDOT AM
Justin Lott	GDOT D1 Design
Kim Coley	GDOT D1 Planning
Roger Mealor	GDOT State Const. Office
Lauren Falvery	GDOT Sr. Archaeologist (Via Call-in)
Amber Rhea	GDOT Sr. Architectural Historian (Via Call-in)
Clay Collins	GDOT Air & Noise Associate (Via Call-in)
Liza Wyand	GDOT NEPA Analyst (Via Call-in)
Carol Kalafut	GDOT Bridge Office (Via Call-in)
Tyler Sprayberry	GDOT Ecologist (Via Call-in)
Michael Margut	Atkins
Mark Grindstaff	Edwards-Pitman Environmental, Inc. (Via Call-in)
Carlos Azorra-Valdez	Gresham, Smith and Partners
Austin Williams	American Engineers, Inc. (AEI)
Tom Fravel	AEI
Unknown Name	AT&T (Via Call-in)

**DISTRIBUTED TO:** Attendees

**DISCUSSION:**

## Attachment 6

The Progress Meeting began at 9:00 am at GDOT District 1 Office. Important items discussed at the meetings are as follows:

### General Comments

- AEI indicated that the Design Team received early comments from Jeff Henry, Sean Pharr, and Derrick Cameron.
- Remove functionally obsolete from the project justification statement in the concept report.
- Keep the FEMA No item checked on all projects as all are located in a FEMA Zone A floodplain.
- Air & Noise Study could be Type I if distance from new bridge to a historic structure will be half or less of distance from the existing bridge.
- Show the State Route detour map and Local detour map in the concept report for the 3 Hart County Projects. Team further agreed to only show the State Route detour map at the Public Detour Meeting in February 2018.
- Add the Engineering Field Office pay item to the CES estimates.
- Use \$125 per square ft. for the bridge construction cost estimate.
- Use \$45 per square ft. for removal of the existing bridge.
- Only include the CES estimate for the preferred alternate in the Concept Report appendix.
- GDOT noted that significant vertical change in profile grade would warrant a noise study.

### PI 0013747, HART COUNTY

- Utility representative indicated a 12" PVC Water line is located along the northside of the project and was directionally drilled during placement of the water main.
- AT&T also indicated they have two lines along the southside.
- Team concurred this project should include Level B SUE to be added to Task Order #2.
- Remove Low Impact from the other Project in the area section. Team also was instructed to add CR 152 Bridge Replacement over Pruitt Creek, PI 0014174, to the list of projects in the area.
- Add Harty County Water & Sewer to the Utility Involvement list.
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Team agreed to check Yes to the SUE required on this project due to the water & AT&T facilities.
- Adjust the Archaeology statement to remove that a desktop survey was completed. GDOT indicated previous recorded archaeological site is within project corridor.
- On the Party Responsibility Chart, GDOT desires to add Contractor next to the Utility Owners along the Utility Relocation (Construction) row.
- Show right-of-way lines on Alternate #2.

## Attachment 6

- GDOT suggested adding 12-ft. for the front slope on the roadway typical section.
- Add a bridge typical section to the concept report and that the 8-ft. shoulder width across the bridge is correct.

### PI 0013811, HART COUNTY

- GDOT mentioned to keep proposed ditch within right-of-way. Under right-of-way section, modify the proposed right-of-way width to varies (60-ft. to 100-ft.) and check YES for required right-of-way anticipated.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- GDOT suggested adding 12-ft. for the front slope on the roadway typical section and narrow the ditch to 2-ft.
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Need to add the cemetery in Archaeology section.
- GDOT noted to include the stone chimney house under history.

### PI 0013812, HART COUNTY

- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- Archaeology section is correct as written on the project.
- GDOT suggested using an 8-ft. shoulder, 10-ft. front slope, and narrow the ditch to 2-ft. for the roadway typical section. Team agreed to keep the 4-ft. paved shoulder.

### PI 0013808, FRANKLIN COUNTY

- Change City of Carnesville Gas to City of Royston.
- Change City of Carnesville Water to Franklin County Water.
- Change Georgia Power to Hart EMC.
- Add AT&T to utility involvement list.
- Review team indicated the preferred alternate will likely required relocation of 14 Hart EMC poles.
- Under right-of-way section, modify the proposed right-of-way width to varies (60-ft. to 100-ft.).
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- On the Party Responsibility Chart, GDOT desires to add Contractor next to the Utility Owners along the Utility Relocation (Construction) row.
- Under alternates considered, need to modify to indicate the roadway horizontal geometric issues with the existing curves.



## Attachment 6

- Need to change number of parcels from 10 to 6 under the preferred alternate discussion.
- GDOT indicated that Cromers Bridge Road will need to be closed during construction and that temporary pavement would be required at each tie-in approach for the preferred alternate. The temporary pavement could impact a historic resource.
- Team requested that AEI verify Cromers Bridge Road sight distance during the design.
- GDOT suggested adding 12-ft. for the front slope on the roadway typical section and narrow the ditch to 2-ft.
- Bridge office desires to further investigate the preferred alternate due to cost.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.

### PI 0013887, ELBERT COUNTY

- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Leave the Archaeology has not been completed yet and remove the rest of the statements.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- AEI will add an alternate 3 in the concept report for an off-site detour. Based on measurements by Jeff Henry in Google Maps, the state route detour would be 33 miles total length while the through route on SR 77 is 25 miles. Net additional length of detour route on state routes = 8 miles.

The meeting was adjourned at about 2:00 pm.

The above represents our understanding of the items discussed. Please notify us as soon as possible if you have any comments or questions.

Meeting Minutes By:  
American Engineers, Inc.



Processed Date:9/12/2016

## Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:147-0012-0

Hart

SUFF. RATING: 65.20

## Location &amp; Geography

**Structure ID:** 147-0012-0

200 Bridge Information: 06

\*6A Feature Int: LITTLE COLDWATER CREEK

\*6B Critical Bridge:

\*7A Route No Carried: SR00077

\*7B Facility Carried: SR 77 SPUR

9 Location: 6.5 MI SE OF HARTWELL

2 Dot District: 4841100000 - D1 DISTRICT ONE GAINESVILLE

207 Year Photo: 2013

\*91 Inspection Frequency: 24 Date: 01/22/2015

92A Fract Crit Insp Freq: 0 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

\*4 Place Code: 00000

\*5 Inventory Route(O/U): 1

Type: 3 - State

Designation: 4- Spur

Number: 00077

Direction: 0. Not applicable

\*16 Latitude: 34.0000- 16.2216 HMMS Prefix:SR

\*17 Longitude: 82.0000- 52.4922 HMMS Suffix:SP

MP: 1.25

98 Border Bridge: % Shared:00

99 ID Number: 0000000000000000

\*100 STRAHNET: 0- The Feature is not a STRAHNET route.

12 Base Highway Network: 1

13A LRS Inventory Route: 14710077

13B Sub Inventory Route: 0.00

\*101 Parallel Structure: N. No parallel structure exists

\*102 Direction of Traffic: 2- Two Way

\*264 Road Inventory Mile Post: 001.27

\*208 Inspection Area: Area 01 Initials: TSP

Engineer's Initials: gmc

\* Location ID No: 147-00077P-001.25N

\*104 Highway System: 0- Inventory Route is not on the NHS

\*26 Functional Classification: 7- Rural - Major Collector

\*204 Federal Route Type: S - Secondary. No: 01724

105 Federal Lands Highway: 0. Not applicable

\*110 Truck Route: 0

206 School Bus Route: 1

217 Benchmark Elevation: 0000.00

218 Datum: 0- Not Applicable

\*19 Bypass Length: 2

\*20 Toll: 3- On a Free Road or Non-Highway

\*21 Maintenance: 01-State Highway Agency.

\*22 Owner: 01-State Highway Agency.

\*31 Design Load: 2- H 15

37 Historical Significance: 5- Not eligible for the National Register of Historic Places

205 Congressional District: 010

27 Year Constructed: 1957

106 Year Reconstructed: 0

33 Bridge Median: 0-None

34 Skew: 0

35 Structure Flared: No

38 Navigation Control: 0- Navigation is not controlled by an Agency

213 Special Steel Design: 0- Not applicable or other

267 Type of Paint: 0- Not Applicable.

\*42 Type of Service On: 1-Highway

Type of Service Under: 5-Waterway

214 Movable Bridge: 0

203 Type Bridge: A- Spread - O. Concrete O. Concrete- O. Concrete

259 Pile Encasement 3

\*43 Structure Type Main: 1-Concrete 4-Tee Beam

45 No.Spans Main: 5

44 Structure Type Appr: 0- Other 0- Other

46 No Spans Appr: 0

226 Bridge Curve Horiz 0 Vert: 0.00

111 Pier Protection N - Navigation Control item coded 0, or Feature not a waterway

107 Deck Structure Type:

108 Wearing Structure Type:

Membrane Type:

Deck Protection:

## Signs &amp; Attachments

225 Expansion Joint Type: 02- Open or sealed concrete joint (silicone sealant)

242 Deck Drains: 1- Open Scuppers.

243 Parapet Location: 0- None present.

Height: 0.00

Width: 0.00

238 Curb Height: 1

Curb Material: 1- Concrete.

239 Handrail 1- Concrete. 1- Concrete.

\*240 Median Barrier Rail: 0- None.

241 Bridge Median Height: 0

\* Bridge Median Width: 0

230 Guardrail Loc. Dir. Rear: 3- Both sides.

Fwd: 3- Both sides.

Oppo. Dir. Rear: 0- None.

Oppo. Fwd: 0- None.

244 Approach Slab 3- Forward and Rear.

224 Retaining Wall: 0- None.

233 Posted Speed Limit: 55

236 Warning Sign: 1.00

234 Delineator: 1.00

235 Hazard Boards: 1

237 Utilities Gas: 00- Not Applicable

Water: 00- Not Applicable

Electric: 00- Not Applicable

Telephone: 00- Not Applicable

Sewer: 00- Not Applicable

247 Lighting Street: 0

Navigation: 0

Aerial: 0- Not

\*248 County Continuity No.: 00



Processed Date:9/12/2016

## Bridge Inventory Data Listing

Parameters: Bridge Serial Num

## Structure ID:147-0012-0

Programming Data			Measurements:				
201 Project No:	FAS 1724 (1)		*29 ADT	1030	Year:2011	65 Inventory Rating Method:	2-Allowable Stress (AS)
202 Plans Available:	4- Plans in Infolmage.		109 %Trucks:	1		63 Operating Rating Method:	2-Allowable Stress (AS)
249 Prop Proj No:	000000000000000000000000		* 28 Lanes On:	2	Under:0	66 Inventory Type:	2 - HS loading. Rating: 24
250 Approval Status:	0000		210 No. Tracks On:	00	Under:00	64 Operating Type:	2 - HS loading. Rating: 39
251 PI Number:	0013811		* 48 Max. Span Length	30		231Calculated Loads:	
252 Contract Date:	02/01/1901		* 49 Structure Length:	150		H-Modified:	20 0
260 Seismic No:	00000		51 Br. Rwdy. Width	23.70		HS-Modified:	25 0
75 Type Work:	34- Widening	1- Work to be done by contract	52 Deck Width:	29.70		Type 3:	28 0
94 Bridge Imp. Cost:	with deck \$586		* 47 Tot. Horiz. Cl:	24		Type 3s2:	40 0
95 Roadway Imp. Cost:	\$59		50 Curb / Sidewalk Width	2.00	/ 2.00	Timber:	36 0
96 Total Imp Cost:	\$879		32 Approach Rdwy. Width	22		Piggyback:	40 0
76 Imp Length:	1470		*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	2013		Rear Lt:	3.70	Type:8 - Rt:5	262 H Operating Rating	25
114 Fureur ADT:	1545	Year:2031	Fwd. Lt:	4.60	Type:8 - Grass Rt:5	67 Structural Evaluation:	5
Hydraulic Data			Pavement Width:			58 Deck Condition:	6 - Satisfactory Condition
215Waterway Data:			Rear:	22.10	Type: 2- Asphalt.	59 Superstructure Condition:	6 - Satisfactory Condition
High Water Elev:	0612.7	Year:1900		22.00	Type: 2- Asphalt.	* 227 Collision Damage:	
Flood Elev:	0000.0	Freq:00	Intersaction Rear:	0	Fwd: 1	60A Substructure Condition:	6 - Satisfactory Condition
Avg Streambed Elev:	0000.0		36Safety Features Br. Rail:	2- Inspected feature meets acceptable construction date standards.		60B Scour Condition:	6 - Satisfactory Condition
Drainage Area:	00014		Transition:	2- Inspected feature meets acceptable construction date standards.		60C Underwater Condition	N - Not Applicable
Area of Opening:	000730		App. G. Rail:	2- Inspected feature meets acceptable construction date standards.		71 Waterway Adequacy:	9-Superior to present desirable criteria.
113 Scour Critical	U. No Load Rating; no scour critical data entered.		App. Rail End:	2- Inspected feature meets acceptable construction date standards.		61 Channel Protection Cond.:	7
216 Water Depth:	02.7	Br.Height:30.7	53 Minimum Cl. Over:	99'99"		68 Deck Geometry:	3
222 Slope Protection:	1		Under:	N- Feature not a highway or railroad.	0.00'0.00"	69 UnderClr. Horz/Vert:	N
221Spur Dikes Rear	0	Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	6-Minor reduction of vehicle operating speed required.
219 Fender System	0- None.		Act. Odm Dir.:	99 ' 99"		62 Culvert:	N - Not Applicable
220 Dolphin:			Oppo. Dir:	99' 99"		Posting Data	
223 Culvert Cover:	000		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5. Equal to or above legal loads
Type:	0- Not Applicable		Oppo. Dir:	00'00 "		41 Struct Open, Posted, CL:	A. Open, no restriction
No. Barrels:	0		55 Lateral Undercl. Rt:	N- Feature not a highway or railroad.	0.00	* 103 Temporary Structure:	0
Width:	0.00	Height:0	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
Length:	0	Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
*265 U/W Insp. Area	0	Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0		HS-Modified:	00
*Location ID No:	147-00077P-001.25N		116 Nav Vert Cl Closed:	000		Type 3:	00
			245 Deck Thickness Main	6.00		Type 3s2:	00
			Deck Thick Approach:	0.00		Timber:	00
			246 Overlay Thickness:	2.00		Piggyback	00
			212 Year Last Painted:	Sup:0000 Sub:0000		253 Notification Date:	02/01/1901
						258 Fed Notify Date:	02/01/1901



PI 0013811, Hart County  
Georgia Department of Transportation  
Bridge Replacement Project  
Detour Impact Form for County Administrator

Using the attached project map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Unknown” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. Please quantify the number of impacts anticipated by an off-site detour.

Daily Number of vehicles Unknown

Daily Number of Trucks Unknown

Number of Residences 10

Number of Businesses 2

Detour Length 3.8 mi

2. Please rate the impact on service if the bridge were closed for up to a year?

☐ No Concerns

☒ Moderate Concerns

☐ Major Concerns

3. If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

Detour Route would be better to stay on Nancy  
Hart School Road until it intersects E 77 spur  
Be cause of narrowness of Flat Rock Rd

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

no

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

no

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Do not use Flat Rock Rd. as Detour use Nancy  
Hart Sch. Rd

Form Completed by (Name):

(Title):

Date:

TERRILL PARKIN  
Co. Administrator  
10/4/17

- Name: Jeff Garner
  - Date: 10/03/2017
  - Title: Transportation Director
  - County: Hart
- 

- PI or Structure Number (from letter): 0013811

#### Q1

How many School Buses crossings over this bridge are there per day?

---

Number of Trips: 2  
Number of Busses: 1

#### Q2

Please rate the impact on service if the bridge were closed for up to a year?

No Concerns

#### Q3

If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

Respondent skipped this question

#### Q4

Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

Respondent skipped this question

#### Q5

Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

Respondent skipped this question

#### Q6

Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

yes

- Name: Terrell Partain
  - Date: 10/2/2017
  - Title: Co. Administrator / EMA Director
  - County: Hart
- 

- PI: 0013812, 0013747, and 0013811

#### Q1

Please rate the impact to Emergency Response services if the bridge were closed for up to a year.

Moderate Impact

#### Q2

If there are concerns please specify. Be as specific as possible. (examples: condition of detour routes, located in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)

None

#### Q3

Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

NO

#### Q4

Is there anyone you feel we should contact specifically regarding this project? Please note their name, contact information, and reason we should contact them?

NO

#### Q5

Are there any additional comments you have for this project? Are the road names referenced the names the locals would use?

NO